

# Exhibit 3

**Not Converted to TIFF**

	Direct Fix Track						
			\$2,014				
	LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
ERT 1	12,913	\$ 2,590	\$ 33,441,971			\$ 19,212,124	\$ 52,654,096
ERT 2	12,013	\$ 2,590	\$ 31,111,160			\$ 20,569,608	\$ 51,680,767
NRT S	13,480	\$ 2,590	\$ 34,910,383			\$ 40,151,592	\$ 75,061,975
NRT N	13,480	\$ 2,590	\$ 34,910,383			\$ 44,703,897	\$ 79,614,280
		\$ 134,373,897			\$ 124,637,221	\$ 259,011,118	

	Direct Fix Track						
			\$2,014				
	LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
ERT 1	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
ERT 2	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
NRT S	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
NRT N	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
			#REF!	#REF!	#REF!	#REF!	#REF!

	Direct Fix Track						
			\$2,014				
	LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
ERT 1	#REF!	#REF!	#REF!			#REF!	#REF!
ERT 2	#REF!	#REF!	#REF!			#REF!	#REF!
NRT S	#REF!	#REF!	#REF!			#REF!	#REF!
NRT N	#REF!	#REF!	#REF!			#REF!	#REF!
			#REF!			#REF!	#REF!

Scenario 1 - 24/7						
Demo Bench						
LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
25,826	\$ 1,426	\$ 36,824,200			\$ 21,155,185	\$ 57,979,385
24,026	\$ 1,426	\$ 34,257,656			\$ 22,649,961	\$ 56,907,617
26,960	\$ 1,426	\$ 38,441,123			\$ 44,212,414	\$ 82,653,536
26,960	\$ 1,426	\$ 38,441,123			\$ 49,225,126	\$ 87,666,249
		<b>\$ 147,964,101</b>			<b>\$ 137,242,686</b>	<b>\$ 285,206,787</b>

Scenario 2 -26 weekends per year						
Demo Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		<b>#REF!</b>			<b>#REF!</b>	<b>#REF!</b>

Scenario 2 -15 weekends per year						
Demo Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		<b>#REF!</b>			<b>#REF!</b>	<b>#REF!</b>

New Bench						
		\$2,014				
LF	Unit Cost	Total Hard Cost	Total Soft Cost	Total Cost	Escalation	Grand Total
25,826	\$ 1,808	\$ 46,696,393			\$ 26,826,675	\$ 73,523,068
24,026	\$ 1,808	\$ 43,441,785			\$ 28,722,185	\$ 72,163,969
26,960	\$ 1,808	\$ 48,746,796			\$ 56,065,311	\$ 104,812,107
26,960	\$ 1,808	\$ 48,746,796			\$ 62,421,881	\$ 111,168,676
		<b>\$ 187,631,769</b>			<b>\$ 174,036,051</b>	<b>\$ 361,667,821</b>

New Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		<b>#REF!</b>			<b>#REF!</b>	<b>#REF!</b>

New Bench						
LF	Unit Cost	Total Cost			Escalation	Grand Total
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
#REF!	#REF!	#REF!			#REF!	#REF!
		<b>#REF!</b>			<b>#REF!</b>	<b>#REF!</b>

Total Cost	Total Escalation	Grand Total
\$ 116,962,564	\$ 67,193,984	\$ 184,156,548
\$ 108,810,601	\$ 71,941,753	\$ 180,752,353
\$ 122,098,301	\$ 140,429,317	\$ 262,527,619
\$ 122,098,301	\$ 156,350,904	\$ 278,449,205
<b>\$ 469,969,768</b>	<b>\$ 435,915,958</b>	<b>\$ 905,885,726</b>

Total Cost	Total Escalation	Grand Total
#REF!	#REF!	#REF!
<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>

Total Cost	Total Escalation	Grand Total
#REF!	#REF!	#REF!
<b>#REF!</b>	<b>#REF!</b>	<b>#REF!</b>

<b>Scenario</b>	<b>Description</b>	<b>Construction Start</b>	<b>Duration - Years</b>		<b>Estimated Completion</b>		<b>ERTs - Cost</b>		<b>NRTs - Cost</b>		
			<b>ERT</b>	<b>NRT</b>	<b>ERT</b>	<b>NRT</b>	<b>2014 - \$'s</b>	<b>Escalated</b>	<b>2014 - \$'s</b>	<b>Escalated</b>	
<b>24/7</b>	ESTs & NRTs full closure (Portal to Portal)	ERT-2016 NRT-2025	3.1	3.3	2019.1	2028.4	334,591,000	Mid-Point Construction @ 3.5%/yr	377,055,000	354,607,000	546,572,000

<b>Cost Summary</b>		
<b>Scenario</b>	<b>2014 - \$'s</b>	<b>Escalated</b>
<b>24/7</b>	689,198,000	923,627,000

**24-7 One tunnel at a Time)**

Basis Year
2014

51,886 TF  
153 TF/Week

**Scenario 1**

Tunnel	Power Washing														\$2,014			Escalated to Midpoint		Escalation		
	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	Unit Cost	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost			
ERT 1	2015	2015	2015	1	103.5%			4,470		1200	TF/Week			3.73	\$ 425.00	\$ 1,899,750	\$ 816,893	\$ 2,716,643	\$ 629	\$ 2,811,725	\$ 95,082.49	
ERT 2	2015	2015	2015	1	103.5%			4361		1200	TF/Week			3.63	\$ 425.00	\$ 1,853,425	\$ 796,973	\$ 2,650,398	\$ 629	\$ 2,743,162	\$ 92,763.92	
NRT S	2015	2015	2015	1	103.5%			3097		1200	TF/Week			2.58	\$ 425.00	\$ 1,316,225	\$ 565,977	\$ 1,882,202	\$ 629	\$ 1,948,079	\$ 65,877.06	
NRT N	2015	2015	2015	1	103.5%			2800		1200	TF/Week			2.33	\$ 425.00	\$ 1,190,000	\$ 511,700	\$ 1,701,700	\$ 629	\$ 1,761,260	\$ 59,559	
																	\$ 6,259,400				\$ 9,264,225	\$ 313,283

340

## 24-7 One tunnel at a Time)

Basis Year
2014

51,886  
153

## Scenario 1

Tunnel	Crack and Delamination Repair														Escalated to Midpoint		Escalation				
	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$2,014							
														Unit Cost	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost		
ERT 1	2015	2015	2015	1	103.5%			2,628		1200	TF/Weekend			2.19	\$ 850.00	\$ 2,233,800	\$ 960,534	\$ 3,194,334	\$ 1,258	\$ 3,306,136	\$ 111,801.69
ERT 2	2015	2015	2015	1	103.5%			2611		1200	TF/Weekend			2.18	\$ 850.00	\$ 2,219,350	\$ 954,321	\$ 3,173,671	\$ 1,258	\$ 3,284,749	\$ 111,078.47
NRT S	2015	2015	2015	1	103.5%			1194		1200	TF/Weekend			1.00	\$ 850.00	\$ 1,014,900	\$ 436,407	\$ 1,451,307	\$ 1,258	\$ 1,502,103	\$ 50,795.74
NRT N	2015	2015	2015	1	103.5%			305		1200	TF/Weekend			0.25	\$ 850.00	\$ 259,250	\$ 111,478	\$ 370,728	\$ 1,258	\$ 383,703	\$ 12,975
								6,738								\$ 5,727,300	\$ 2,462,739	\$ 8,190,039		\$ 8,476,690	\$ 286,651

340

## 24-7 One tunnel at a Time)

Basis Year
2014

51,886
153

Scenario 1																					
Portal to Portal Full Length Repairs																					
Direct Fixation (D.F.) Track																					
Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)	Units	No. Shifts	No. Weeks	No. Weekends	\$ 2,014	Escalated to Midpoint	Escalation					
															Unit Cost (TF)	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	\$
83 Weeks	ERT 1	2016	2018	2,016.8	2.8	110.1%			12,913		1,200	TF/Week		10.8	\$ 2,590	\$ 33,441,971	\$ 14,380,048	\$ 47,822,019	\$ 4,078	\$ 52,654,096	\$ 19,212,124
79 Weeks	ERT 2	2018	2019	2,018.4	4.4	116.2%			12013	\$	1,200	TF/Week		10.0	\$ 2,590	\$ 31,111,160	\$ 13,377,799	\$ 44,488,958	\$ 4,302	\$ 51,680,767	\$ 20,569,608
89 Weeks	NRT S	2025	2027	2,025.9	11.9	150.4%			13480	\$	1,200	TF/Week		11.2	\$ 2,590	\$ 34,910,383	\$ 15,011,465	\$ 49,921,848	\$ 5,568	\$ 75,061,975	\$ 40,151,592
89 Weeks	NRT N	2027	2028	2,027.6	13.6	159.5%			13480	\$	1,200	TF/Week		11.2	\$ 2,590	\$ 34,910,383	\$ 15,011,465	\$ 49,921,848	\$ 5,906	\$ 79,614,280	\$ 44,703,897
340									51,886						\$ 134,373,897				\$ 259,011,118	\$ 124,637,221	

**24-7 One tunnel at a Time)**

Amtrak Tunnels

Basis Year
2014

51,886  
153

		Scenario 1																			
		Bench Wall Demo																			
Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)		Units	No. Shifts	No. Weeks	No. Weekends	\$2014				Escalated to Midpoint		Escalation
															Unit Cost (Bench LF)	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	
83 Weeks	ERT 1	2016	2018	2016.798077	2.8	110.1%		25,826		960	LF/Week		26.9		\$ 1,426	\$ 36,824,200	\$ 15,834,406	\$ 52,658,606	\$ 2,245	\$ 57,979,385	\$ 21,155,185
79 Weeks	ERT 2	2018	2019	2018.355769	4.4	116.2%		24,026		960	LF/Week		25.0		\$ 1,426	\$ 34,257,656	\$ 14,730,792	\$ 48,988,448	\$ 2,369	\$ 56,907,617	\$ 22,649,961
89 Weeks	NRT S	2025	2027	2025.855769	11.9	150.4%		26960		960	LF/Week		28.1		\$ 1,426	\$ 38,441,123	\$ 16,529,683	\$ 54,970,805	\$ 3,066	\$ 82,653,536	\$ 44,212,414
89 Weeks	NRT N	2027	2028	2027.567308	13.6	159.5%		26960		960	LF/Week		28.1		\$ 1,426	\$ 38,441,123	\$ 16,529,683	\$ 54,970,805	\$ 3,252	\$ 87,666,249	\$ 49,225,126
340																\$ 147,964,101				\$ 285,206,787	\$ 137,242,686

## 24-7 One tunnel at a Time)

Amtrak Tunnels

Basis Year
2014

51,886  
153

		Scenario 1																						
		Bench Wall New																						
Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)				Units	No. Shifts	No. Weeks	No. Weekends	\$2014							
	Tunnel	Start Date	End Date	Midpoint	Escalation Duration	3.50% Escalation (3.5%/Year)	Station	Station	Length	Production Rate (6 Shifts per weekend and 21 Shifts/Week per 24/7 Outage)								Unit Cost (Bench LF)	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Unit Cost	Total Cost	\$
	ERT 1	2016	2018	2016.798077	2.8	110.1%			25826		700	LF/Week		36.9		\$ 1,808	\$ 46,696,393	\$ 20,079,449	\$ 66,775,842	\$ 2,847	\$ 73,523,068	\$ 26,826,675		
83 Weeks	ERT 2	2018	2019	2018.355769	4.4	116.2%			24026		700	LF/Week		34.3		\$ 1,808	\$ 43,441,785	\$ 18,679,967	\$ 62,121,752	\$ 3,004	\$ 72,163,969	\$ 28,722,185		
79 Weeks	NRT S	2025	2027	2025.855769	11.9	150.4%			26960		700	LF/Week		38.5		\$ 1,808	\$ 48,746,796	\$ 20,961,122	\$ 69,707,918	\$ 3,888	\$ 104,812,107	\$ 56,065,311		
89 Weeks	NRT N	2027	2028	2027.567308	13.6	159.5%			26960		700	LF/Week		38.5		\$ 1,808	\$ 48,746,796	\$ 20,961,122	\$ 69,707,918	\$ 4,123	\$ 111,168,676	\$ 62,421,881		
340																	\$ 187,631,769					\$ 361,667,821	\$ 174,036,051	

**24-7 One tunnel at a Time)**

Basis Year	51,886																																							
	153																																							
<b>Scenario 1</b>																																								
<b>TOTALS</b>																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; width: 30%;">Tunnel</th> <th style="text-align: left;">\$2014</th> <th style="text-align: left;">Escalated</th> <th style="text-align: left;">Escalation</th> </tr> <tr> <th>Total Hard Cost</th> <th>Total Soft Cost (43%)</th> <th>Total Cost</th> <th>Total Escalated Cost</th> <th>\$</th> </tr> </thead> <tbody> <tr> <td>ERT 1</td> <td>\$ 121,096,114</td> <td>\$ 52,071,329</td> <td>\$ 173,167,443</td> <td>\$ 190,274,409</td> <td>\$ 17,106,966</td> </tr> <tr> <td>ERT 2</td> <td>\$ 112,883,376</td> <td>\$ 48,539,851</td> <td>\$ 161,423,227</td> <td>\$ 186,780,264</td> <td>\$ 25,357,037</td> </tr> <tr> <td>NRT S</td> <td>\$ 124,429,426</td> <td>\$ 53,504,653</td> <td>\$ 177,934,080</td> <td>\$ 265,977,800</td> <td>\$ 88,043,720</td> </tr> <tr> <td>NRT N</td> <td>\$ 123,547,551</td> <td>\$ 53,125,447</td> <td>\$ 176,672,999</td> <td>\$ 280,594,168</td> <td>\$ 103,921,169</td> </tr> <tr> <td></td> <td><b>\$ 481,956,468</b></td> <td><b>\$ 207,241,281</b></td> <td><b>\$ 689,197,749</b></td> <td><b>\$ 923,626,641</b></td> <td><b>\$ 234,428,892</b></td> </tr> </tbody> </table>		Tunnel	\$2014	Escalated	Escalation	Total Hard Cost	Total Soft Cost (43%)	Total Cost	Total Escalated Cost	\$	ERT 1	\$ 121,096,114	\$ 52,071,329	\$ 173,167,443	\$ 190,274,409	\$ 17,106,966	ERT 2	\$ 112,883,376	\$ 48,539,851	\$ 161,423,227	\$ 186,780,264	\$ 25,357,037	NRT S	\$ 124,429,426	\$ 53,504,653	\$ 177,934,080	\$ 265,977,800	\$ 88,043,720	NRT N	\$ 123,547,551	\$ 53,125,447	\$ 176,672,999	\$ 280,594,168	\$ 103,921,169		<b>\$ 481,956,468</b>	<b>\$ 207,241,281</b>	<b>\$ 689,197,749</b>	<b>\$ 923,626,641</b>	<b>\$ 234,428,892</b>
Tunnel	\$2014	Escalated	Escalation																																					
Total Hard Cost	Total Soft Cost (43%)	Total Cost	Total Escalated Cost	\$																																				
ERT 1	\$ 121,096,114	\$ 52,071,329	\$ 173,167,443	\$ 190,274,409	\$ 17,106,966																																			
ERT 2	\$ 112,883,376	\$ 48,539,851	\$ 161,423,227	\$ 186,780,264	\$ 25,357,037																																			
NRT S	\$ 124,429,426	\$ 53,504,653	\$ 177,934,080	\$ 265,977,800	\$ 88,043,720																																			
NRT N	\$ 123,547,551	\$ 53,125,447	\$ 176,672,999	\$ 280,594,168	\$ 103,921,169																																			
	<b>\$ 481,956,468</b>	<b>\$ 207,241,281</b>	<b>\$ 689,197,749</b>	<b>\$ 923,626,641</b>	<b>\$ 234,428,892</b>																																			

83 Weeks  
79 Weeks  
89 Weeks  
89 Weeks  
340

PROJECT: AMTRAK TUNNEL CLEANING  
NEW YORK, NEW YORK

EST BY: JCK DATE: 8/28/2014  
CKD BY: DC DATE: 8/28/2014

ITEM NO.	DESCRIPTION	QTY	UNIT	LABOR				MATERIAL		EQUIPMENT		SUBS		TOTAL COST		TOTAL BID COST		Total Loaded Cost	Total Unit Cost	
				UNIT COST	MHRS	MHF	\$/HR	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL	UNIT COST	TOTAL				
BENCHWALL DEMOLITION	63,417	CY	\$483.49	182,307.95	2.87	\$168.18	\$30,661,221	\$63.59	\$4,032,634	\$164.62	\$10,439,625	\$0.00	\$0.00	\$711.69	\$45,133,480.04	\$1,295.93	\$82,184,005.14	\$147,916,246.34	\$1,425.40	Demo
EXISTING CABLE REMOVAL	206,205	LF	\$10.87	16,678.56	0.08	\$134.38	\$2,241,182	-\$5.87	-\$1,210,411	\$0.00	\$0.00	\$0.00	\$0.00	\$5.00	\$1,030,770.95	\$9.10	\$1,876,941.13			
TEMPORARY CONDUIT	206,205	LF	\$19.23	32,815.50	0.16	\$120.83	\$3,965,206	\$8.30	\$1,710,618	\$0.00	\$0.00	\$0.00	\$0.00	\$27.53	\$5,675,823.51	\$50.12	\$10,335,163.78			
TEMPORARY CABLE	206,205	LF	\$22.49	34,509.12	0.17	\$134.38	\$4,637,163	\$120.05	\$24,754,809	\$0.00	\$0.00	\$0.00	\$0.00	\$142.54	\$29,391,972.31	\$259.55	\$53,520,136.29			
PERMANENT CONDUIT	413,550	LF	\$12.94	44,298.18	0.11	\$120.83	\$5,352,697	\$8.04	\$3,323,116	\$0.00	\$0.00	\$0.00	\$0.00	\$20.98	\$8,675,812.95	\$38.20	\$15,797,874.56			
DRILL & GROUT REBAR	103,772	LF	\$43.33	41,970.75	0.40	\$107.14	\$4,496,866	\$3.53	\$365,823	\$0.00	\$0.00	\$0.00	\$0.00	\$46.86	\$4,862,688.64	\$85.33	\$8,854,518.38			
REINFORCING STEEL	9,512,433	LB	\$3.18	283,424.44	0.03	\$106.73	\$30,250,109	\$0.90	\$8,551,447	\$0.00	\$0.00	\$0.00	\$0.00	\$4.08	\$38,801,555.70	\$7.43	\$70,654,140.79			
FORMWORK	622,632	SF	\$18.05	93,204.71	0.15	\$120.56	\$11,236,345	\$1.35	\$839,603	\$0.00	\$0.00	\$0.00	\$0.00	\$19.40	\$12,075,947.79	\$35.32	\$21,989,214.09			
CONCRETE	63,417	CY	\$343.94	174,039.16	2.74	\$125.33	\$21,811,862	\$246.81	\$15,652,120	\$18.75	\$1,189,050	\$0.00	\$0.00	\$609.51	\$38,653,031.70	\$1,109.86	\$70,383,691.95	\$187,679,439.77	\$1,808.57	New

## Notes:

Benchwall is 33 SF per Track Foot

Demo = 15,231 TF \* 33 SF/TF = 18,616 CY (Same for Concrete)

Reinforcing = 150 PCY = 18,616 \* 150 = 2,792,400 #

Formwork = 30,462 LF \* 6 FT Height = 182,772 SF

## TOTAL ESTIMATED CONSTRUCTION COST

GENERAL CONDITIONS

15.00%

\$184,301,083.58

\$27,645,162.54

SUBTOTAL

OVERHEAD &amp; PROFIT

20.00%

\$211,946,246.12

\$42,389,249.22

SUBTOTAL

SUBGUARD

1.5%

\$254,335,495.35

\$3,815,032.43

SUBTOTAL

CONTINGENCY

30%

\$258,150,527.78

\$77,445,158.33

TOTAL PROJECTED BID

\$335,595,686.11

51,886

TF

\$6,468

ERT #1

12,913

ERT #2

12,013

NRT- NORTH

13,480

NRT - SOUTH

13,480

TF

\$6,468

TF

\$83,520,547

TF

\$77,699,398

\$6,468

\$87,187,870

\$6,468

\$87,187,870

TOTAL COST

\$ 335,595,686

3233.971458

## Track &amp; Ballast Replacement

TRACK & BALLAST REPLACEMENT	51,886	TF	\$461.24	99,330.07	1.91	\$240.93	\$23,931,816	\$872.59	\$45,275,004	\$88.43	\$4,588,094	\$0.00	\$0.00	\$1,422.25	\$73,794,913.98	\$2,589.79	\$134,373,896.82
TOTAL ESTIMATED CONSTRUCTION COST															\$73,794,913.98		
GENERAL CONDITIONS															\$11,069,237.10		
OVERHEAD & PROFIT															\$84,864,151.08		
SUBGUARD															\$16,972,830.22		
CONTINGENCY															\$1,527,554.72		
TOTAL PROJECTED BID															\$103,364,536.01		
															\$31,009,360.80		
															\$134,373,896.82		

51,886

TF

\$2,590

ERT #1

12,913

ERT #2

12,013

NRT- NORTH

13,480

NRT - SOUTH

13,480

TF

\$2,590

TF

\$33,441,971

TF

\$31,111,160

TF

\$34,910,383

TF

\$34,910,383

\$2,590

\$34,910,383

TOTAL COST

\$ 134,373,897

Production Rate per week	Manhours /Week	Total Manhours /Week	Crew Hours/ Week	No of People	Total
Item No.					

<tbl\_r cells="6" ix="1" maxcspan="1" maxrspan="2" used

Sandy Impacted Lengths			Entire Tunnel							
Bench Wall (One Side) L.F.	Direct Fixation - T.F.	Bench Wall (Two Sides) LF	Tunnel Full Length* Bench Wall-one side D.F. - T.F.	Bench Full Length	Additional Bench		Sta	Sta	Manhattan L.F.	
ERT 1	4,470	8,760	8,940	12,913	25,826	16,886		10,813	2,700	4,800
ERT 2	4,361	7,563	8,722	12,013	24,026	15,304		10,813	3,600	4,800
NRT S	3,097	6,300	6,194	13,480	26,960	20,766		32,500	19,020	
NRT N	2,800	5,880	5,600	13,480	26,960	21,360		32,500	19,020	

8,113

7,213

13,480

13,480